

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

WASHINGTON, DC

ORDER NO. 4018

IN THE MATTER OF:

Served November 19, 1992

Application of MTS-MOULING)
TRANSPORTATION SYSTEMS, INC., for a)
Certificate of Authority --)
Regular Route Operations)

Case No. AP-92-30

By application accepted for filing November 2, 1992, MTS-Mouling Transportation Systems, Inc. (MTS or applicant), a Maryland corporation, seeks a certificate of authority to transport passengers, together with baggage in the same vehicles as passengers, in regular route operations between points in the Metropolitan District.

MTS's application includes information regarding, among other things, its facilities, vehicle maintenance arrangements, driver training practices, proposed routes, proposed tariff, finances and regulatory compliance record. The application is available for inspection at the office of the Commission during its regular business hours.

MTS proposes to operate scheduled, regular-route service over three routes described in the Appendix to this order. MTS proposes to acquire four "commuter transit buses" to provide the service. One bus would operate four morning and four afternoon round trips on each of the three routes. The fourth bus would serve as a spare. The application contains proposed one-way and round-trip fares, with discounts for seniors. As of the date the application was filed, MTS had acquired no vehicles, office or parking facilities to be used in connection with the proposed service.

The Compact, Title II, Article XI, Section 8(c) provides:

A carrier subject to this Act may not provide any transportation for hire on an individual fare paying basis in competition with an existing, scheduled, regular-route, passenger transportation service performed by, or under contract with, the Federal Government, a signatory to the Compact, a political subdivision of a signatory, or the Washington Metropolitan Area Transit Authority, notwithstanding any Certificate of Authority.

Addressing this matter by correspondence in connection with its application, MTS asserts that none of its proposed routes would be in competition with existing carriers.

In determining whether to grant or deny an application for a certificate of authority, the Compact, Title II, Article XI, Section 7 requires that the Commission determine whether an applicant is fit, willing, and able to perform the transportation properly and conform to the provisions of the Compact and the Commission's rules,

regulations and requirements and whether the transportation is consistent with the public interest. Pursuant to Commission Rule No. 6, this order and fulfillment of its requirements will provide notice of MTS's application for a certificate of authority.

THEREFORE, IT IS ORDERED:

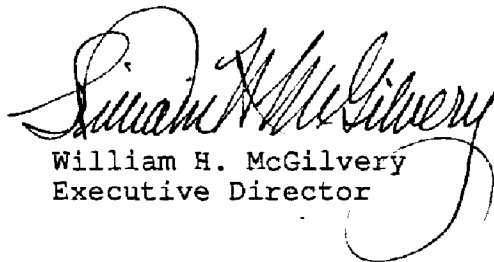
1. That MTS-Mouling Transportation Systems, Inc., shall publish once in a newspaper of general circulation in the Metropolitan District, notice in the form prescribed by the staff of the Commission, no later than Tuesday, December 1, 1992.

2. That MTS-Mouling Transportation Systems, Inc., shall file with the Commission, no later than Tuesday, December 22, 1992, an original and four copies of an affidavit that notice has been published as required in the preceding paragraph.

3. That any person wanting to protest the issuance of a certificate of authority to MTS-Mouling Transportation Systems, Inc., shall do so in accordance with Commission Rule No. 13 and Regulation No. 54-04(a), and any person wanting to comment on this matter, other than by protest, shall do so in writing, in accordance with Regulation No. 54-04(a), by filing such protest or comment at the office of the Commission, 1828 L Street, N.W., Suite 703, Washington, DC 20036-5104, no later than Tuesday, December 22, 1992, and shall simultaneously serve a copy of such protest or comment on applicant's representative, Mr. Willie J. Mouling, Sr., Post Office Box 441414, Fort Washington, MD 20749.

4. That any person seeking a formal oral hearing on this matter shall request one in accordance with Commission Regulation No. 54-04(b) no later than Tuesday, December 22, 1992, and shall simultaneously serve a copy of such request on applicant's representative, Mr. Willie J. Mouling, Sr., Post Office Box 441414, Fort Washington, MD 20749.

FOR THE COMMISSION:



William H. McGilvery
Executive Director

MTS-1

From the intersection of Old Fort Road East and Valley Brook Drive, over Old Fort Road East to Old Fort Place, then over Old Fort Place to Allentown Road, then over Allentown Road to Tucker Road, then over Tucker Road to Palmer Road, then over Palmer Road to Indian Head Highway, then over Indian Head Highway to Indian Head service road, then over Indian Head service road to Alcoa Drive, then over Alcoa Drive to Indian Head Highway, then over Indian Head Highway to Route I-95, then over Route I-95 to Route I-295, then over Route I-295 and the Anacostia Freeway to the 11th Street Bridge, then over the 11th Street Bridge to the Southeast Freeway, then over Southeast and Southwest Freeways to Frontage Road, then over Frontage Road to the 7th Street exit ramp, then over 7th Street, S.W. and N.W., to Pennsylvania Avenue, N.W., then over Pennsylvania Avenue to 15th Street, N.W., then over 15th Street, N.W. and S.W., to Wallenberg Place, S.W., then over Wallenberg Place to Maine Avenue.

MTS-1 (Return)

From the intersection of Wallenberg Place and Maine Avenue, S.W., over Wallenberg Place to 15th Street, S.W., then over 15th Street, S.W. and N.W., to Pennsylvania Avenue, N.W., then over Pennsylvania Avenue to 7th Street, N.W., then over 7th Street, N.W. and S.W., to the entrance ramp to the Southwest Freeway, then over the entrance ramp to the Southwest Freeway, then over the Southwest and Southeast Freeways to the 11th Street Bridge, then over the 11th Street Bridge to Route I-295, then over Route I-295 and the Anacostia Freeway to Route I-95, then over Route I-95 to Indian Head Highway, then over Indian Head Highway to Alcoa Drive, then over Alcoa Drive to Indian Head service road, then over Indian Head service road to Indian Head Highway, then over Indian Head Highway to Palmer Road, then over Palmer Road to Tucker Road, then over Tucker Road to Allentown Road, then over Allentown Road to Old Fort Place, then over Old Fort Place to Old Fort Road East, then over Old Fort Road East to Valley Brook Drive.

MTS-2

From the intersection of Palmer Road and Indian Head Highway, over Palmer Road to Tucker Road, then over Tucker Road to Allentown Road, then over Allentown Road to Suitland Parkway, then over Suitland Parkway to Pennsylvania Avenue (Route 4), then over Pennsylvania Avenue to Prince George's County Equestrian Center.

MTS-2 (return)

From the Prince George's Equestrian Center to Pennsylvania Avenue (Route 4), then over Pennsylvania Avenue to Suitland Parkway, then over Suitland Parkway to Allentown Road, then over Allentown Road to Tucker Road, then over Tucker Road to Palmer Road, then over Palmer Road to Indian Head Highway.

MTS-3

From the intersection of Boniwood Turn West and Thrift Road, over Thrift Road to Tippet Road, then over Tippet Road to Piscataway Road, then over Piscataway Road to Steed Road, then over Steed Road to Allentown Road, then over Allentown Road to Tucker Road, then over to Tucker Road to Palmer Road, then over Palmer Road to Indian Head

Highway, then over Indian Head Highway to Indian Head service road, then over Indian Head service road to Alcoa Drive, then over Alcoa Drive to Indian Head Highway, then over Indian Head Highway to Route I-95, then over Route I-95 to Route I-295, then over Route I-295 and the Anacostia Freeway to the 11th Street Bridge, then over the 11th Street Bridge, to the Southeast Freeway, then over the Southeast and Southwest Freeways to Route I-395, then over Route I-395 via the Francis Case Bridge and the 14th Street Bridge to the Pentagon South exit ramp, then over the Pentagon South exit ramp to the Pentagon Bus Terminal.

MTS-3 (return)

From the Pentagon Bus Terminal to the 14th Street Bridge entrance ramp, then over the 14th Street Bridge entrance ramp to Route I-395, then over Route I-395 via the 14th Street Bridge and the Francis Case Bridge to the Southwest Freeway, then over the Southwest and Southeast Freeways to the 11th Street Bridge, then over the 11th Street Bridge to Route I-295, then over Route I-295 and the Anacostia Freeway to Route I-95, then over Route I-95 to Indian Head Highway, then over Indian Head Highway to Alcoa Drive, then over Alcoa Drive to Indian Head service road, then over Indian Head service road to Indian Head Highway, then over Indian Head Highway to Palmer Road, then over Palmer Road to Tucker Road, then over Tucker Road to Allentown Road, then over Allentown Road to Steed Road, then over Steed Road to Piscataway Road, then over Piscataway Road to Tippet Road, then over Tippet Road to Thrift Road, then over Thrift Road to Boniwood Turn West, then over Boniwood Turn West to Boniwood Turn East.